

THE EVENING TIMES, ST. JOHN, N. B., SATURDAY, AUGUST 11, 1906.

OUR TWENTIETH CENTURY CANADA Travellers Guide

New Glimpses of the West Through Eastern Eyes, by Frank Veigh, Toronto.

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Edmonton is "feeling its oats," like all the thriving cities of the thriving West. Ever since the first Canadian Northern engine tooted its train a year ago into the town-on-the-heights, and Mackenzie & Mann gave their celebrated free lunch to four thousand hungry appetites; ever since, too, it was made the capital of Alberta, Edmonton has strutted just a little, and with some reason.

Let an old timer tell the tale. The western old timer may be only a two-year-old resident, as against the new timer who arrived yesterday. But a genuine Edmontonite will lead you up on facts quicker than a gopher will find its hole.

"We're the real centre of the West," he will assert. "We're in the same latitude as Liverpool. We're the gateway to the thousand miles of Canada north of us; we're the Mecca toward which all the big railways are hurrying as fast as rails can be laid; we grow wheat, corn, and hay, and we have the best of everything. We are the centre of the Northwest trade. We are built on a coal bed; we are on the banks of a great river, soon to be spanned by a two-million dollar high level bridge; we've eleven banks, schools and churches many; and we had two hundred race horses at our fair!"

Miles before reaching the wonderful town I espied a lonely bicyclist astray on the prairie, with all creation in which to ride. This note of modernity in the great out-of-doors was a surprise, but less so than to find buzzing aircars, exhaling the same evil odor as in the East, and to learn that they could be hired by the hour. Then I chanced on a man who told me his agricultural implement firm would soon place on the market an auto suitable for the prairie farmer and rancher. The picturesque horseman may then disappear from the serpentine trails, and in his place a gasoline launch-on-wheels will frighten the cayuses and scare the gophers to death.

With winter wheat grown two hundred miles north of Edmonton, with the granting by the Western Grain Association of a distinctive standard, growth of Alberta red winter wheat, with landholders already compelled to grow thirty miles from the capital for homesteads, with three transcontinental railways tapping the town, and with no rival nearer than Calgary, two hundred miles south, no wonder Edmonton struts a trifle and the old timer loudly sings its song of progress.

Then there are the people of the plains, and the towns. See them by the thousands at the Edmonton Exhibition, no country on earth can show a finer gathering of well set, bright eyed, healthy, honest, hopeful folks, and this community applies to the West generally. True, one hears some virile Western language not suited for drawing-room consumption. Some drink too much "all you can smell the devil on them," some swear too much, but these are the minority. The degree in which the church and school rise with the home and store and shop tells its own story of the regard held for the higher and best things. But it would be Edmonton is the place where a sign reads: "S. P. Q. R." which is alleged to stand for "Settlers' Pockets Quickly Relieved."

Edmonton is as brisk and spry as a new coat. The sound of the hammer is heard in the lanes and streets of houses are springing up like mushrooms. What used to be an outpost of empire is now an outpost of Canada. The Denver trail, Dawson City, recently completed by the Mounted Police, may be the forerunner of a line of railway thence, and Edmonton may yet be an important station on the all-rail around-the-world line via Behring Straits.

If you want to experience crowded railway cars, go West. The railways can hardly carry the throngs of travellers. Travel, for example, between Edmonton and Calgary, and on the long trains you will see represented a world of races. I sat beside a veteran Catholic bishop who a few years ago had fifteen priests under his jurisdiction, but who now has fifty, and with him was an expatriated priest from France on his way to a lonely station in a wilderness where charge. In front sat a business man whose firm sells annually the million dollars worth of furs implemented in Alberta and Saskatchewan alone. A Mounted Policeman shared his seat with a missionary. A Galician and a German sat staring at each other.

It is difficult to analyze Westerners. At

least until a settling down takes place. The predominant type has yet to be produced. In the meantime the mixture of peoples have been described as heterogeneous nondescripts.

I travelled through many towns on both the first and fourth of July, and evidence was everywhere apparent, by the interchange of flags, that both days were impartially observed by the United States immigrants. Our American settler dearly loves a holiday, and as ready to turn in to make Dominion Day a success as he is to recall his own glorious day of gunpowder and noise. Dancing pavilions strewed the prairie, and rustic grandstands overlooked unenclosed sods, where base and football had held sway.

Whatever his faults, or however a fear of Americanization may prevail, the Western Canadian heartily welcomes his brother farmer from over the border, and pronounces him a first-rate fellow and an excellent neighbor.

Then there's Calgary. It would never do to speak admiringly of Edmonton without a similar reference to Calgary, and neither task is one that need strain the truth. Both cities have wide agricultural areas to draw from; both are already important distributing trade centres; both have alluring features.

Situate on "the bonny bonny banks of the Bow," as the eye-opener man puts it, and with no rival within hundreds of miles, Calgary is bound to be a great city. It is indeed already great, for it is the city of the Eye Opener's paper that describes one citizen as a "knapknap," the uninitiated & civic representative is "a lumpy jawed old man," another is a "smooth guy," a third is a "skizoo, poor buster from B-I." The opinion of the editor on the part of his readers thus characterized does not come within the scope of my chronicles.

Glimpses of the varied and picturesque life of the Alberta plains are still to be had even in Calgary. Stray groups of Indians parade the town, gay in blankets and gowns, the men proud of their long black braided hair, the women proud of the "copper-tinted" pikaninnies around their backs. The White Man's civilization is making and having, however, for down a side street come a salivary son of the type, drawing a little bundle of Indian humanity in a 25-cent bag. A perambulator will follow, sure as sunshine, Calgary is, moreover, a trading centre, with its large slaughter and its facilities for shipping live stock. The cowboy occasionally strikes town, and the aged there are base imitations on the market.

The sight of the great ranches in the Bow River Valley, with their herds of grazing cattle, is an alluring one, and the tenderfoot from the eastern city can imagine the charm of the life.

I want free life, and I want fresh air, And I sigh for the causer after the cattle, The crack of the whip like shot in a battle.

The melody of horns, and hoofs, and heads That wags and wrangles, and scatters, and spreads; The green beneath and the blue above, And dash and danger, and life and love.

It is only thirty years since the first herd of twenty-five cattle made the initial round-up in Alberta, today, more than a million cattle, horses and sheep are dining off the succulent grasses a bountiful Nature has there provided.

Calgary, too, will benefit, as Edmonton, from the discovery that winter wheat is cultivatable. In three years, the quantity grown in Alberta has increased forty-fold, the yield easily running to forty bushels per acre. The prospective market for this superior winter wheat, and for the Oriental wheat of Manitoba. The Mormon farmers of Southern Alberta are indeed already shipping winter wheat flour direct to the far east.

The extensive nature of the irrigation works of the C. P. R. far yet another surprise to the man from the East country. A tract of land is being irrigated almost as great in area as all the irrigated lands of Colorado or California, and twice as large as that of Utah. No less than six millions expenditure are involved in the scheme now being worked out which will make available three million acres-one half for wheat growing; one half for ranching. It is the greatest irrigation undertaking now under way on the American continent. The drive along the first big canal-sixty feet wide

and ten feet deep-gives one a slight idea of the magnitude of the enterprise, and its possible far reaching effects. It is also asserted that the Alberta Mormons were the first to prove the feasibility of irrigation in this part of the country, and if so, all Canada is under obligations to them.

It may be added that Medicine Hat bids fair to be the centre of another large irrigation scheme. An English company—the Robbins Irrigation Company—has undertaken the irrigation of 300,000 acres at a cost of a million and a half on the Bow and Belly Rivers, lying between the C. P. R. main line and the Crown's West Park Railway, west and south of Medicine Hat.

The story of the natural resources of the West, though old, is ever new, for only by reiteration can the wondrous truth of it all dawn upon us. Everything would seem to be there; vast beds of salt; vast deposits of mineral point in different ways; oil deposits ready to be tapped on the Athabasca and on the Kootenay; natural gas going to waste at Athabasca Landing at a pressure of 50 lbs. to the square inch. At Pollock Rapids tremendous quantities of gas have for nine years been running to waste.

There are forests enough north of Edmonton alone to keep scores of mills going for scores of years. There are mountains and rivers of coal, north and south, awaiting the miner. If the waterfalls be regarded as a natural resource, then the West is rich beyond compare therein, for our natural fuel estate area of 171 million acres, which will date prophesy its ultimate resourcefulness when all the available fuel will have been hatched with its harvests.

Then consider if you can the hidden storehouses of metals in the granite rocks of the Rockies, consider the gold deposits yet unmined; add up, if there are figures sufficient, the fishery riches of our rivers and ocean shores; and who is equal to the task of striding a total?

All these latent riches of the West are in Canada and belong to our Canadians.

The Westerner lives on facts. Everything in active life is reduced to a fact. Leave theory to the office east. Facts are handed out on every hand; even your bus driver or your barber will tell you the latest news. I have personally done far resisted the temptation to make my readers suffer, but the "thus far" is ended and you must needs share in the sufferings.

Think of Winnipeg's bank clearings, for the first six months of 1906, totaling 203 millions, surpassing the same period of last year by 39 per cent.

Think of essay little Saskatchewan's building operations thus far this year equalling the total assessment for last year.

Think of a 68 foot lot selling in Prince Albert for \$10,000 and a 50 foot lot in Edmonton for \$40,000.

Think of nineteen new papers started in nine weeks.

The C. P. R. is building 4,000 miles of additional telegraph lines. The same company has 2,000 men at work on seven new branches of railway (involving a thousand miles of track), besides laying new steel on the main line across the plains; and double tracking the stretch between Fort William and Winnipeg.

The Canadian Northern is adding four million worth of equipment to its western lines, including 2,100 new cars and 60 locomotives. It is also spending or has spent some millions on a score of branch lines covering hundreds of miles of new territory.

The Great Trunk Pacific is pushing construction work at Fort William and Portage la Prairie. At Fort William the word is: "Great Trunk Pacific Railway."

Five thousand miles of additional railway in all is planned for early building in the Canadian West alone, at a cost of a hundred millions.

185,000 immigrants arrived during the year 1905 in the great Canada-bound 10,000 naturalizations were recorded in 1905.

In addition to all these suggestive facts, and amid all the glowing reports are the most satisfactory items is that recently recorded in a Cardston, Alberta, paper: "The spring crop of babies in this locality is the best in history."

This is a highly practical way of responding to the universal cry of the West: "Men Wanted! Men Wanted!" And women too!

The training in the rudimentary branches of camp preparation, such as the alignment of tents, sanitation, cooking, firing, and the issue of rations, was most thorough, while the drills, marches and manoeuvres have imparted to officers and men a knowledge which has inspired them with confidence, shown in their every movement.

That the tour of duty has lifted the militia of the C. P. R. far yet another surprise to the man from the East country. The regular army service, as embodied in the regular army service, is the opinion of General Grant, his officers and all those who have had an opportunity to observe the programme of the work.

At first the militia from the national guard, and the tendency to ignore the discipline of the camp and many were absent without leave. General Grant promptly proved that he means to enforce discipline, and thereafter the militia had a wholesome respect for orders of every kind.

While it was hard work and plenty of it during the morning hours, the soldiers found themselves free in the afternoon and evening, except on the days of the manoeuvres. The food they found to be far superior in quality and quantity to that furnished at the annual encampments, and are showing the importance of safeguarding their health.

Travellers Guide

TRAINS DEPART FROM ST. JOHN.

6.00 a. m.—Express for Ft. St. John, Halifax, Sydney, etc.
6.25 a. m.—Express for Boston, Fredericton, Quebec, etc.
7.45 a. m.—Mixed for Moncton, etc.
8.15 a. m.—Suburban for Westford, etc.
8.30 a. m.—Express for Ft. St. John, Halifax, Sydney, etc.
11.45 a. m.—Express for Ft. St. John, Halifax, Sydney, etc.
1.15 p. m.—Suburban for Westford, etc.
1.30 p. m.—Suburban for Fredericton, etc.
5.05 p. m.—Suburban for Westford, etc.
5.20 p. m.—Express for Boston, Fredericton, Quebec, etc.
6.40 p. m.—Express for Moncton, and coast.
6.55 p. m.—Express for Boston, etc.
8.15 p. m.—Express for Fredericton, etc.
8.30 p. m.—Express for Moncton, etc.
10.30 p. m.—Express for Fredericton, etc.
11.35 p. m.—Express for Moncton, etc.

TRAINS ARRIVE AT ST. JOHN.

6.25 a. m.—Express from Sydney and Halifax, etc.
7.45 a. m.—Suburban from Westford, etc.
8.15 a. m.—Express from Fredericton, etc.
8.30 a. m.—Express from Moncton, etc.
10.30 a. m.—Express from Fredericton, etc.
11.35 a. m.—Express from Moncton, etc.
1.15 p. m.—Suburban from Westford, etc.
1.30 p. m.—Suburban from Fredericton, etc.
5.05 p. m.—Express from Westford, etc.
5.20 p. m.—Express from Boston, etc.
6.40 p. m.—Express for Moncton, and coast.
6.55 p. m.—Express from Westford, etc.
8.15 p. m.—Express for Fredericton, etc.
8.30 p. m.—Express from Moncton, etc.
10.30 p. m.—Express for Fredericton, etc.
11.35 p. m.—Express from Moncton, etc.

RIVER STEAMERS.

6.00 a. m.—May Queen leaves for Fredericton, Moncton, and St. John.
8.30 a. m.—St. John's Express leaves for Fredericton, Moncton, and St. John.
10.30 a. m.—St. John's Express leaves for Fredericton, Moncton, and St. John.
12.30 p. m.—St. John's Express leaves for Fredericton, Moncton, and St. John.
2.30 p. m.—St. John's Express leaves for Fredericton, Moncton, and St. John.
4.30 p. m.—St. John's Express leaves for Fredericton, Moncton, and St. John.

ARRIVALS.

6.00 p. m.—St. John's Express arrives from Fredericton, Moncton, and St. John.
8.30 p. m.—St. John's Express arrives from Fredericton, Moncton, and St. John.
10.30 p. m.—St. John's Express arrives from Fredericton, Moncton, and St. John.
12.30 p. m.—St. John's Express arrives from Fredericton, Moncton, and St. John.
2.30 p. m.—St. John's Express arrives from Fredericton, Moncton, and St. John.
4.30 p. m.—St. John's Express arrives from Fredericton, Moncton, and St. John.

FERRY STEAMERS.

Ferry steamers cross the harbor from the foot of Princess street, east side, to the foot of the harbor, west side, every 20 minutes, commencing at 6 a. m., the last boat leaving the west side at 11.30 p. m. On Sundays the first trip is from the west side at 8 a. m., and the last at 11.30 p. m. On Saturdays the first trip is from the west side at 8 a. m., and the last at 11.30 p. m. On Sundays the first trip is from the west side at 8 a. m., and the last at 11.30 p. m. On Saturdays the first trip is from the west side at 8 a. m., and the last at 11.30 p. m.

SATURDAY.

Leaves Baywater at 5.30, 7.30 and 10.30 a. m., and 2.45, 4.45, and 7.45 p. m.
Leaves Summersville at 5.30, 7.30, and 10.30 a. m., and 2.45, 4.45, and 7.45 p. m.
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COMMERCIAL.

Commanding July 1, steamers leave St. John at 8 a. m. on Mondays, Wednesdays, and Fridays, for Lunenburg, Portland and Boston. For Boston direct on Tuesdays and Thursdays at 8.30 p. m.
Returning from Boston via Portland, Lunenburg and St. John, Mondays, Wednesdays, and Fridays at 9 a. m. From Boston direct Mondays and Thursdays at 11 a. m.

STEAMER PRINCE ROBERT.

Steamer Prince Robert for Digby leaves St. John daily at 7.45 a. m., connections for Halifax and Yarmouth; returning arrives about 4.30 p. m.

STEAMER GLEN.

Steamer Glen, sails Thursday evenings at 6 o'clock from St. John's wharf, for Yarmouth, Lunenburg and Halifax. She arrives in St. John Wednesday evenings at 6 o'clock.

STEAMER WESTPORT.

Steamer Westport III leaves Knox's wharf every Friday at 10 noon for Westport, Yarmouth, and St. John. She arrives in St. John Thursdays.

STEAMER AURORA.

Steamer Aurora, for Grand Manan, Campobello, and St. John, leaves Tuesdays at 10 a. m., and arrives Mondays at 2.30 p. m. at Merrett's wharf.

STEAMER GRANVILLE.

Steamer Granville, for Lower Grandville, Annapolis, etc., leaves St. John at 10 noon and arrives Mondays at 1.30 p. m.

STEAMER BRUNSWICK.

Steamer Brunswick, for Spencer's Island, Canoeing, Wolfville, etc., leaves Tuesdays and arrives Mondays at 11.30 a. m.

STEAMER BEAVER.

Steamer Beaver, for Harvey, Albert, Hillsboro, etc., leaves Thursdays and arrives Wednesdays at 11.30 a. m.

TORONTO IS GROWING

(Toronto Globe.)

That Toronto is sharing in the general growth and expansion of the Dominion is abundantly shown by the assessment returns. We need not expect the phenomenal proportionate development of western centres, where new communities are springing into existence, yet we have a record that shows full participation in Canada's general good fortune. Four of the city's six wards have already been assessed, and they show an increase of \$13,426,027 in value and a gain of 7,589 in population. The First Ward showed an increase of \$1,783,186 in value and \$2,877 in population, the Second Ward \$1,249,084 in value and 382 in population, the Third Ward \$8,519,261 in value and 907 in population, and the Fourth Ward \$2,075,493 in value and 3,213 in population.

These figures show that the growth has been general throughout the city. The two wards still to be assessed will probably bring the record of increase up to seventeen or eighteen millions. The total assessment last year was over \$100,000,000, so we have a good assurance of a gain of 10 or 11 per cent. in the value of property in a single year. This growth is healthy and substantial, and is a part of the general prosperity of the Dominion. So sound and prosperous a condition and outlook should discourage the tendency to resort to artificial stimulants.

SHEFFIELD NEWS

SHEFFIELD, Aug. 9.—The farmers are all getting along nicely with their hayings. Mrs. Thos. Bridges left this afternoon for Little River, where she purposes remaining a week the guest of Mrs. Henry Bailey, jr. Mr. and Mrs. Charles Weddall, of Fredericton, spent Sunday the guest of Mrs. Weddall's parents, Mr. and Mrs. George Briggs, of French Lake. The Brunswick street Baptist Sunday school, of Fredericton, purpose holding their annual picnic on Major's Island, Friday, Aug. 17th.

The Misses Whyte have returned from a lengthy visit to Pleasant River, Nova Scotia. Miss Sadie S. Bridges spent Sunday with friends in Lower Gagetown. Mrs. and Mrs. Cragg, of Gagetown, have arrived to spend the remainder of the summer with Mrs. Cragg's mother, Mrs. Craswell, of Lakeville Corner. Mr. and Mrs. Ernest Sypher, of Lowell, Mass., are visiting relatives at Newcastle and Lakeville Corner.

Need makes the neighbor.

A Baker in Your Home

Buying Mooney's Perfection Cream Sodas is like having a master baker in the house. These dairy biscuits come to you, as crisp and inviting, as if hot from the ovens. Air-tight, moisture-proof packages retain all the pristine freshness—whether you live one mile or ten thousand from Stratford.

Mooney's Perfection Cream Sodas

are a treat in biscuits. They look so good—and taste so good—that the first box will make your appetite captive.

"MOONEY'S"—remember—when ordering. Your grocer should have them.

—In the popular lunch pails.

MOONEY BISCUIT & CANDY CO.
STRAFFORD, CANADA.

Do You Eat Bread?

If so, do you not think that you might as well eat only the best? The best bread is that which contains the most nutriment and the least waste matter, and is absolutely pure. You cannot have good bread, however, unless you have good flour.

"FIVE ROSES" FLOUR

contains more gluten and nourishment, in more easily digestible form, than any ordinary brands, whilst it contains practically no cellulose or waste matter. In addition it is more economical, as, pound for pound, it will make more bread and better bread than the flours so-called "just as good."

Its purity is insured by the care with which it is made, and users of it can rely upon getting the best flour for bread which the world offers.

ASK YOUR GROCER FOR IT.

Lake of the Woods Milling Co., Limited.

Montreal. St. John. Winnipeg.

The EVENING TIMES

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Read this popular afternoon journal. It publishes all the news as, well as special features, from day to day to make it interesting reading.

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Brings this up-to-date paper to your door. You will crave the TIMES regularly once you become acquainted with it.

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All the local, Telegraphic, commercial and sporting news of the day.

Twelve pages on Saturday.

X-RAY and RADIUM are recent discoveries, so is DR. SCOTT'S WHITE LINIMENT.

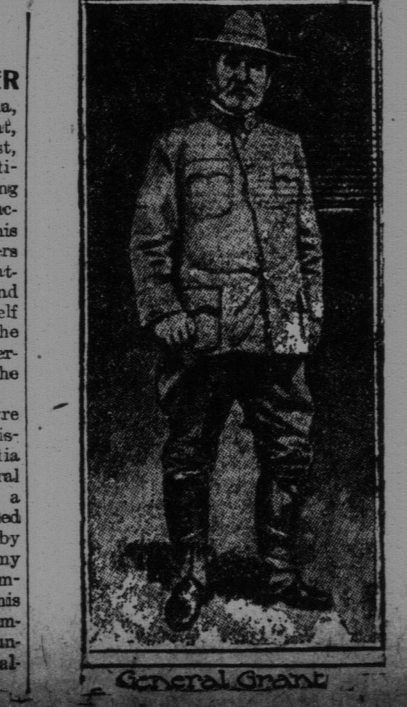
Many remedies are advertised as being in use over 50 years and etc. Give me DR. SCOTT'S, the latest, which has the benefit of recent advancement and research.

CAMP ROOSEVELT AT MOUNT GREINA, PA.

AND ITS COMMANDER

CAMP ROOSEVELT, Mount Gretna, Pa., Aug. 8.—Major General Fred Grant, commander of the department of the east, United States army, is very much gratified with the results accomplished during the first week of the big school of instruction here under his direction, and in the conclusion he is supported by the officers of the various commands which participated in the undertaking. Results far beyond the expectation of General Grant himself were accomplished, notwithstanding the fact that two days of heavy rains interfered to some extent in carrying out the pre-arranged programme.

The same instruction and manoeuvre which occupied the attention of the District of Columbia militia, and which will be followed next week. General Grant is thoroughly convinced that a change is not desirable. He was guided generally in reaching this conclusion by the unanimous opinion among the army officers of those of the District of Columbia and Delaware, who, in answer to his request for suggestions with a view of improving the plan of instruction, were unanimous in accepting his plan without alteration.



General Grant

The training in the rudimentary branches of camp preparation, such as the alignment of tents, sanitation, cooking, firing, and the issue of rations, was most thorough, while the drills, marches and manoeuvres have imparted to officers and men a knowledge which has inspired them with confidence, shown in their every movement.

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